



Finding of No Significant Impact

Proposed Action: SL 390/US 59 Relief Route (Future I-369)

Project Limits: 0.7 Mile North of US 80 to I-20

City: Marshall

County: Harrison

State: Texas

TxDOT CSJ(s): 1575-05-016, 1575-05-024, 1575-05-025, 0495-09-065

In accordance with 23 CFR Section 771.119 and Section 771.121, the Texas Department of Transportation (TxDOT) has determined that SL 390/US 59 Relief Route (Future I-369) will not have a significant impact on the human or natural environment.

This Finding of No Significant Impact (FONSI) for the Preferred Alternative is based on the final Environmental Assessment (EA) dated September 2024 and the entire project record. This decision documents the selection of the Build Alternative, presented in the final EA as the Preferred Alternative, which is described as:

The proposed project would be a controlled-access roadway with two southbound 12-foot mainlanes and two northbound 12-foot mainlanes separated by a grassy median with six-foot inside and 12-foot outside shoulders. One-way frontage roads would be constructed on either side of the proposed roadway and consist of two 12-foot travel lanes offset from the mainlanes by a grassy median with four-foot inside and 10-foot outside shoulders. On- and off-ramps would be constructed throughout the length of the proposed roadway. The improvements along the proposed SL 390 would be constructed within a typical right-of-way (ROW) width of 750 feet, depending on location.

Along I-20, the facility would consist of two 12-foot mainlanes in each direction with 12-foot inside and 10-foot outside shoulders. One-way frontage roads would also be constructed on both sides of I-20 and consist of two 12-foot travel lanes offset from the mainlanes by a grassy median with four-foot inside and 10-foot outside shoulders. Bridges would be constructed over Eight Mile Creek, Parker Creek, and associated tributaries as well as several ponds. Proposed improvements to existing cross-streets with the proposed SL 390 include construction of an underpass at US 80, Buck Sherrod Road, and I-20, as well as Texas turnarounds at several locations and a double roundabout at FM 31/Elysian Fields Road. Open ditches would be located throughout the project.

West of SL 390, US 80 would consist of two 12-foot mainlanes in each direction with 10-foot outside shoulders and a variable 15- to 24-foot, two-way center left-turn lane. A 12-foot shared-use path would be constructed on both sides of the facility and would support bicyclists and pedestrians. East of SL 390, US 80 would consist of two 12-foot mainlanes in each direction with 10-foot outside shoulders and a 24-foot flush median. Additionally, proposed improvements to Buck Sherrod Road would consist of one variable nine- to 12-foot mainlane in each direction and variable shoulders (up to 10-foot). A variable (up to 16-foot) flush median would also be constructed. Finally, proposed improvements to FM 31/Elysian Fields Road would consist of one 12-foot mainlane in each direction with eight-foot inside and outside shoulders. A 12-foot shared-use path would also be constructed on both sides of the facility and would support bicyclists and pedestrians.

A Notice of Availability of the draft EA was issued on May 1, 2024.

A virtual public hearing for this project was held on May 16, 2024. A Notice Affording an Opportunity for an In-person Public Hearing was published on June 2, 2024.



Finding of No Significant Impact for a FHWA Project

No changes were made to the draft EA as a result of comments received during the posted comment period or from comments made at the public hearing.

Public Hearing Documentation has been prepared and is available for review on request.

The final EA and reports contained in the file of record have been independently evaluated by TxDOT and determined to adequately and accurately discuss the need, purpose, alternatives, environmental issues, impacts of the proposed project, and appropriate mitigation measures. These documents provide sufficient evidence and analysis for determining that preparation of an Environmental Impact Statement is not required. These documents are incorporated by reference into this decisional document.

Based upon TxDOT's review and consideration of the analysis and evaluation contained in the EA for this project, and after careful consideration of all social, economic, and environmental factors, including input from the public involvement process, TxDOT hereby issues this Finding of No Significant Impact for the SL 390/US 59 Relief Route (Future I-369) project from 0.7 mile north of US 80 to I-20.

TxDOT will ensure adherence and completion of all project commitments described in the final EA September 2024, Section 8.0. TxDOT will ensure that any and all local, state, or federal permit requirements and conditions are met and otherwise complied with.

Mitigation may be required by the United States Army Corps of Engineers under Section 404 of the Clean Water Act.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT.

DocuSigned by:
Doucy Booher

11/20/2024

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TxDOT Environmental Affairs Division Director

Date